

In the Claims:

Claims 1 to 14 (Canceled).

1 15. (Currently amended) A method for assisting the driver of a
2 vehicle (10) when performing a driving maneuver formed by
3 a parking or shunting maneuver, a reference trajectory (16)
4 corresponding to the driving maneuver being determined,
5 along which the vehicle ~~[(19)]~~ (10) is to be moved, and
6 the steering wheel position to be set in each case and
7 controlling the vehicle (10) along the reference trajectory
8 ~~[(16, 19)]~~ (16) being indicated to the driver during the
9 driving maneuver, the vehicle longitudinal speed (v) being
10 influenced independently of the driver in the event of a
11 steering angle deviation (d_{lw}) between the actual steering
12 angle (δ_{act}) actually set by the driver and the desired
13 steering angle (δ_{des}) corresponding to the requested steering
14 wheel position, characterized in that the vehicle
15 longitudinal speed is influenced on the basis of the
16 magnitude of the steering angle deviation (d_{lw}) in such a
17 way that ~~[(the)]~~ a greater ~~[(the)]~~ vehicle retardation is
18 carried out, the greater the magnitude of the steering
19 angle deviation (d_{lw}) is.

- 1 16. (Previously presented) The method as claimed in claim 15,
2 characterized in that, during the driving maneuver,
3 depending on the current vehicle position ($x_{F,act}/Y_{F,act}/\psi_{F,act}$),
4 a steering angle tolerance band (δ_{min} to δ_{max}) which
5 determines the permissible steering angle is determined and
6 the influence on the vehicle longitudinal speed (v) depends
7 on the tolerance margin ($\delta_{des} - \delta_{min}$ or $\delta_{max} - \delta_{des}$) between the
8 desired steering angle (δ_{des}) and the tolerance band limits
9 (δ_{min} or δ_{max}).
- 1 17. (Previously presented) The method as claimed in claim 16,
2 characterized in that, in order to determine the steering
3 angle tolerance band, a rotational angle tolerance band is
4 determined, the actual rotational angle ($\psi_{F,act}$) between the
5 vehicle longitudinal axis (71) and a coordinate axis (y) of
6 a stationary coordinate system (22) being enlarged or
7 reduced until it is just still possible to determine a
8 trajectory to the target position (17).
- 1 18. (Previously presented) The method as claimed in claim 16,
2 characterized in that the vehicle longitudinal speed (v) is
3 chosen to be lower, the smaller the magnitude of the
4 tolerance margin ($\delta_{des} - \delta_{min}$ or $\delta_{max} - \delta_{des}$).
- 1 19. (Previously presented) The method as claimed in claim 15,
2 characterized in that the vehicle longitudinal speed (v) is
3 chosen to be lower, the greater the magnitude of the
4 steering angle deviation (d_{lw}).

- 1 20. (Currently amended) The method Method as claimed in claim
- 2 15, characterized in that the vehicle longitudinal speed is
- 3 influenced by means of speed regulation.

- 1 21. (Previously presented) The method as claimed in claim 15,
- 2 characterized in that the vehicle (10) is retarded down to
- 3 a standstill and is kept at a standstill as long as, on the
- 4 basis of the existing steering angle deviation (d_{lw}), the
- 5 vehicle (10) would assume a vehicle position during onward
- 6 travel from which the target position (17) can no longer be
- 7 reached without a shunting interruption to the driving
- 8 maneuver.

- 1 22. (Previously presented) The method as claimed in claim 21,
- 2 characterized in that the vehicle (10) is accelerated again
- 3 independently of the driver if the driver sets a steering
- 4 wheel position which leads to a permissible steering angle
- 5 deviation (d_{lw}).

- 1 23. (Previously presented) The method as claimed in claim 15,
- 2 characterized in that the steering wheel position to be set
- 3 is indicated by means for acoustic driver information
- 4 and/or means for optical driver information (13) and/or
- 5 means for tactile driver information (40 and 41).

1 24. (Currently amended) The method as claimed in claim 23,
2 characterized [[is]] in that the means for tactile driver
3 information (40 and 41) have means for changing the
4 steering wheel torque to be applied by the driver.

1 25. (Previously presented) The method as claimed in claim 15,
2 characterized in that the driving maneuver is a parking
3 maneuver and the reference trajectory (16) indicates the
4 ideal route from the actual vehicle position
5 ($x_{v,act}/y_{v,act}/\psi_{v,act}$) into the parking position (17).

1 26. (Currently amended) The method as claimed in claim 15,
2 characterized in that, in the case of a vehicle (10) in
3 trailer operation, each vehicle position along the actual
4 reference trajectory [[+9]] (16) is assigned a desired
5 trailer angle (β_{des}) between the vehicle longitudinal axis
6 (71) and the trailer longitudinal axis (72), and in that
7 the actual trailer angle (β_{act}) is determined and compared
8 with the corresponding desired trailer angle (β_{des}), the
9 vehicle longitudinal speed (v) being influenced
10 independently of the driver in the event of an angular
11 deviation between desired trailer angle (β_{des}) and actual
12 trailer angle (β_{act}).

1 27. (Currently amended) A device for implementing a method for
2 assisting [[the]] a driver of a vehicle when performing a
3 driving maneuver formed by a parking or shunting maneuver,
4 maneuver as claimed in claim 15, having means (12) for

5 determining a reference trajectory (16) along which the
6 vehicle (10) is to be moved corresponding to the driving
7 maneuver, [[and]] means (13; 40 and 41) for indicating the
8 steering wheel position to be set by the driver and
9 controlling the vehicle (10) along the reference trajectory
10 [[+19+]] (16), an evaluation device, and retardation means
11 (50) and/or forward drive means (51) for influencing the
12 vehicle longitudinal speed (v), wherein the being
13 influenced by retardation means (50) and/or forward drive
14 means (51) [[that]] can be activated independently of the
15 driver if a steering angle deviation (d_{lw}) between the
16 actual steering angle (δ_{act}) actually set by the driver and
17 the desired steering angle (δ_{des}) corresponding to the
18 requested steering wheel position is established in [[an]]
19 the evaluation device (12), characterized in that the
20 vehicle longitudinal speed is influenced on the basis of
21 the magnitude of the steering angle deviation (d_{lw}) in such
22 a way that [[the]] a greater [[the]] vehicle retardation is
23 carried out, the greater the magnitude of the steering
24 angle deviation (d_{lw}) is.

1 28. (Currently amended) The device as claimed in claim 27,
2 characterized in that means (12) are provided for
3 determining the desired trailer angle (β_{des}) between the
4 vehicle longitudinal axis (71) and a [[the]] trailer
5 longitudinal axis (70) of a trailer being towed by the
6 vehicle, and means for determining the actual trailer angle
7 (β_{act}), in that the evaluation device (12) compares the

[RESPONSE CONTINUES ON NEXT PAGE]

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